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SOURCE

Unio Press Service.

REBUILD HUNGARIAN HIGHWAYS TO FACILITATE TROOP TRANSPORT

The Soviet occupation forces have had most major Hungarian highways rebuilt to facilitate the transport of troops and material.

The Nyiregyhaza-Beregsurany highway has been shortened considerably. It is now 86 kilometers long and 8 meters wide, and is surfaced with macadam.

The Debrecen-Nyiregyhaza highway was rebuilt in 1951. It follows the exact course of former route 36.

The Nyiregyhaza-Kisvarda-Zahony secondary road has also been converted into a first-class highway, $8\ \mathrm{meters}$ wide.

Two concrete highways near the USSR border lead to the Debrecen-Szolnok road, which in turn connects with the 8-meter-wide new highway running from Debrecen to Mako via Berettyoujfalu, Szeghalom, Mezobereny, Bekescsaba, and Totkomlos. This road makes it possible to travel directly from the USSR to the southeastern part of Hungary and into the so-called Hungarian-Rumanian-Yugoslav triangle.

The Bodrogkeresztur-Satoraljaujhely road in northeastern Hungary is also a first-class highway now. This highway branches off at Sarospatak and leads into the Kassa-Ungvar highway at Galszecs.

Highly important from the military point of view is the Debrecen-Miskolc highway, which likewise has been completed. This road passes through Hajdubo-szormeny and Tiszapolgar, and joins the newly finished Budapest-Miskolc highway at Hejocsaba.

All these roads and the bridges over which they pass have load capacities of $50.\ensuremath{\mathsf{tons}}$.

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